

2002

Virginia Department of Transportation

Daily Traffic Volume Estimates

Including Vehicle Classification Estimates

where available

Jurisdiction Report

73

Prince Edward County
Town of Farmville

Prepared By

Virginia Department of Transportation

Mobility Management Division

In Cooperation With

U.S. Department of Transportation

Federal Highway Administration

Virginia Department of Transportation
Mobility Management Division
Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a “Combined Traffic Estimates for Parallel Roadways on this Route” or “Combined Traffic” identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate “NA” for not available.

VDOT’s traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating “NA” for not available. It is the intention of the VDOT’s Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate “NA” for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles.

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

Peak Hour: The estimate of the traffic volume for the 30th highest traffic volume occurring in a one-year period divided by the AADT for the same one-year period.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During 12 Months of Continuous Traffic Data
- B Factor based on 30th Highest Hour Observed During Less than 12 Months of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of 30th Highest Hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the Peak Hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.





QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

North 	Interstate Route	Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
	US Route	
	Virginia State Route	
	Secondary Route	

Special Routes

Bus 	Bus - Business Route
	Bypas - Bypass Route
	Truck - Truck Route
ALT 	ALT - Alternate Route
	Wye - Wye Route connector
	P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.
	The VDOT Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

Virginia Department of Transportation
Mobility Management Division
2002
Annual Average Daily Traffic Volume Estimates By Section of Route
Prince Edward Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Prince Edward County																
15	4.49	3200	F	From	Charlotte County Line				C	0.082	F	0.646	3300	F	2002	
				To												
15	7.65	4300	F	From	73-633				F	0.085	F	0.655	4300	F	2002	
				To												
15	2.83	7600	F	From	SR 133 Kingsville				C	0.079	F	0.649	7600	F	2002	
				To												
15	4.56	8200	A	From	US 460, BUS US 15 South of Farmville				A	0.109	A	0.556	7700	A	2002	
				To												
15	0.24	5000	F	From	US 460 West of Farmville				F	0.083	F	0.615	5000	F	2002	
				To												
15	1.77	4200	F	From	BUS US 15 Northwest of Farmville				C	0.087	F	0.579	4300	F	2002	
				To												
Bus 15	0.11	12000	N	From	Buckingham County Line				N	0.088	N	0.649	13000	N	2002	
				To												
Town of Farmville																
Bus 15	0.72	12000	F	From	US 15				F	0.088	F	0.649	13000	F	2002	
				To												
Bus 15	Main Street	0.42	15000	F	From	SCL Farmville				C	0.087	F	0.528	16000	F	2002
					To											
Bus 15	Main Street	0.13	15000	F	From	Old SCL Farmville				F	0.086	F	0.504	16000	F	2002
					To											
Bus 15	Main Street	0.30	13000	F	From	Milnwood Rd				F	0.083	F	0.582	14000	F	2002
					To											
Bus 15	Main Street	0.16	10000	F	From	Griffin Blvd				F	0.089	F	0.517	11000	F	2002
					To											
Bus 15	Main Street	0.41	10000	F	From	Gilliam St				F	0.091	F	0.562	11000	F	2002
					To											
Bus 15	Main Street	0.21	9500	F	From	Putney St				F	0.091	F	0.59	10000	F	2002
					To											
Bus 15	High Street	0.07	3400	F	From	High Street				F	0.092	F	0.567	3600	F	2002
					To	Main Street										
Bus 15	High Street	0.29	3400	F	From	Venable Street				F	0.085	F	0.514	3600	F	2002
					To											
Bus 15	Oak Street	0.28	5900	F	From	Oak Street				F	0.092	F	0.547	6300	F	2002
					To	High St										
Bus 15	Third Street	1.29	11000	F	From	Third St				F	0.092	F	0.533	12000	F	2002
					To	Oak Street										
Bus 15	Third Street	0.94	7400	F	From	Industrial Park Rd				F	0.088	F	0.55	7800	F	2002
					To											
Bus 15	Third Street	0.94	7400	F	From	73-695, WCL Farmville				A	0.102	A	0.627	6900	A	2002
					To											
Prince Edward County																
Bus 15	1.22	6800	A	From	73-695, WCL Farmville				A	0.102	A	0.627	6900	A	2002	
				To												
Town of Farmville																
45	0.10	10000	F	From	High Street					0.112	F	0.506	11000	F	2002	
				To												

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						2Axle	3+Axle	1Trail	2Trail							
Town of Farmville																
45 Main Street	0.40	9000	F	From	Third St						0.092	F	0.563	9600	F	2002
				To	River Rd											
45 Main Street	0.18	7900	F	From							0.086	F	0.552	8300	F	2002
				To	Osborne Rd											
45 Main Street	0.73	5900	F	95%	0%	2%	1%	2%	0%	C	0.088	F	0.566	6300	F	2002
				To	NCL Farmville											
Prince Edward County																
133	1.04	1900	F	From	W 73-692					F	0.077	F	0.699	1900	F	2002
				To	73-692 West of Kingsville											
133	0.15	3300	F	From	92%					F	0.08	F	0.533	3300	F	2002
				To	US 15 Kingsville											
307	2.83	4600	A	From	US 460					A	0.113	A	0.657	4400	A	2002
				To	Nottoway County Line											
360	2.23	5700	F	From	Charlotte County Line					F	0.081	F	0.5	5500	F	2002
				To	55-701											
360	3.13	5100	F	From	85%					F	0.074	F	0.558	5000	F	2002
				To	73-728											
360	0.26	5800	F	From	85%					F	0.071	F	0.606	5700	F	2002
				To	73-630											
360	3.09	5500	F	From	85%					F	0.075	F	0.605	5400	F	2002
				To	73-696											
360	5.56	4900	A	From	85%					B	0.101	A	0.673	4800	A	2002
				To	Nottoway County Line											
460	1.07	6300	F	From	85%					F	0.067	F	0.544	6200	F	2002
				To	BUS US 460											
460	5.83	6800	F	From	85%					F	0.073	F	0.599	6700	F	2002
				To	73-626											
460 15	4.56	8200	A	From	83%					A	0.109	A	0.556	7700	A	2002
				To	US 15 South of Farmville											
460	2.75	8600	F	From	85%					F	0.067	F	0.515	8400	F	2002
				To	BUS US 460 East of Farmville											
460	4.28	12000	F	From	85%					F	0.074	F	0.618	12000	F	2002
				To	SR 307 Rice											
460	4.44	6800	F	From	85%					F	0.088	F	0.5	6600	F	2002
				To	Nottoway County Line											
Town of Pamplin City																
Bus 460	0.21	1400	F	From	Appomattox County Line					C	0.083	F	0.526	1400	F	2002
				To	ECL Pamplin City											
Prince Edward County																
Bus 460	1.43	1400	N	From	ECL Pamplin City					N	0.083	N	0.526	1400	N	2002
				To	US 460 East of Pamplin											
Bus 460 15	0.24	5000	F	From	US 460 S					F	0.083	F	0.615	5000	F	2002
				To	RT 15 BUS & RT 15											

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						2Axle	3+Axle	1Trail	2Trail							
Prince Edward County																
Bus 460	Bus 15	1.22	6800	A	96%	0%	2%	1%	0%	A	0.102	A	0.627	6900	A	2002
					From: RT 15 BUS & RT 15											
					To: 73-695											
Town of Farmville																
Bus 460	Bus 15	0.94	7400	F	96%	0%	2%	1%	0%	F	0.088	F	0.55	7800	F	2002
					From: 73-695, WCL FARMVILLE											
					To: INDUSTRIAL PARK RD											
Bus 460	Bus 15	1.29	11000	F	96%	1%	2%	1%	0%	F	0.092	F	0.533	12000	F	2002
					From: RT 15 BUS											
					To: Oak St											
Bus 460		0.67	7300	F	92%	1%	5%	1%	0%	F	0.094	F	0.629	7700	F	2002
					From: Main St											
Bus 460		0.17	8600	F	92%	1%	5%	1%	0%	C	0.087	F	0.505	9100	F	2002
					From: Virginia St											
Bus 460		1.22	7300	F	92%	1%	5%	1%	0%	F	0.092	F	0.549	7700	F	2002
					From: Milnwood Rd											
Bus 460		0.89	6800	F	92%	1%	5%	1%	0%	F	0.095	F	0.590	7200	F	2002
					From: ECL Farmville											
Prince Edward County																
Bus 460		0.49	7100	F	95%	0%	2%	1%	0%	C	0.082	F	0.628	7100	F	2002
					From: ECL Farmville											
					To: US 460											
691		0.10	130	N							NA			0	N	1997
					From: Charlotte County Line											
					To: SR 47											
600		1.05	680	F	97%	0%	1%	1%	0%	C	0.094	F	0.514	680	F	2002
					From: US 460 WEST											
600		0.14	1300	F	96%	0%	2%	1%	0%	C	0.094	F	0.623	1300	F	2002
					From: US 460 EAST											
600		4.03	390	R							NA			NA		06/03/2002
					From: 73-619											
					To: 73-617											
601		2.10	46	R							NA			NA		05/22/2002
					From: US 460											
					To: 73-619											
602		2.72	170	R							NA			NA		06/03/2002
					From: US 460											
					To: 73-617											
603		0.10	20	R							NA			NA		05/22/2002
					From: US 460											
					To: Dead End											
604		2.73	590	F	97%	1%	2%	0%	0%	F	0.107	F	0.626	590	F	2002
					From: 73-671											
604		1.87	800	F	97%	1%	2%	0%	0%	C	0.111	F	0.655	810	F	2002
					From: 73-666 WEST											
604		2.96	1300	F	97%	1%	2%	0%	0%	F	0.098	F	0.668	1300	F	2002
					From: 73-686											
					To: 73-665											
605		1.00	70	R							NA			NA		06/03/2002
					From: 73-696											
605		0.99	30	R							NA			NA		06/03/2002
					From: Dead End at Sandy River Reservoir											
					To: 73-613											

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						2Axle	3+Axle	1Trail	2Trail							
Prince Edward County																
605	1.57	340	R	From:	73-613						NA			NA		06/03/2002
				To:	73-600											
606	1.10	40	R	From:	73-612						NA			NA		06/03/2002
				To:	Dead End at Sandy River Reservoir											
606	1.10	30	R								NA			NA		06/03/2002
606	2.84	250	F	From:	73-613					C	0.089	F	0.6	250	F	2002
				To:	US 460											
607	0.90	260	F	From:	US 360					C	0.107	F	0.577	260	F	2002
				To:	73-621 WEST											
607	1.10	460	F	From:	73-621 EAST					F	0.092	F	0.588	470	F	2002
				To:	73-612											
607	1.40	310	R	From:							NA			NA		06/03/2002
				To:	US 460											
608	1.18	680	F	From:	73-626					C	0.097	F	0.754	690	F	2002
				To:	US 460 WEST											
608	2.68	330	R	From:	US 460 EAST						NA			NA		05/22/2002
				To:	Buckingham County Line											
609	1.00	90	R	From:	73-627						NA			NA		1999
				To:	73-653											
609	2.70	80	R	From:							NA			NA		1999
				To:	73-626 SOUTH											
609	1.90	260	R	From:	73-626 NORTH						NA			NA		1999
				To:	73-625											
609	0.60	120	R	From:							NA			NA		1999
				To:	Buckingham County Line											
610	1.25	40	R	From:	73-612						NA			NA		06/03/2002
				To:	1.25 MN 73-612											
610	0.35	70	R	From:							NA			NA		1999
				To:	73-606											
611	2.10	48	R	From:	73-613						NA			NA		06/03/2002
				To:	73-612											
612	1.36	200	R	From:	73-628						NA			NA		1999
				To:	73-696 SOUTH											
612	1.65	330	F	From:	73-696 NORTH					C	0.091	F	0.546	340	F	2002
				To:	73-613 EAST											
612	2.26	240	F	From:	73-613 EAST					F	0.095	F	0.654	240	F	2002
				To:	73-641											
612	1.54	300	F	From:	73-641					F	0.1	F	0.727	310	F	2002
				To:	73-607											
613	1.60	90	R	From:	US 360						NA			NA		1999
				To:	73-629 SOUTH											

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						2Axle	3+Axle	1Trail	2Trail								
Prince Edward County																	
613	3.08	90	R	From:	73-629 SOUTH						NA			NA		1999	
				To:	73-612 EAST												
613	1.50	60	R	From:	73-612 WEST						NA			NA		06/03/2002	
				To:	73-611												
613	1.30	160	R	From:	73-606						NA			NA		06/03/2002	
				To:	73-605												
614	0.60	20	R	From:	Dead End						NA			NA		06/03/2002	
				To:	73-696												
615	0.65	80	R	From:	Dead End						NA			NA		05/20/2002	
				To:	73-657												
616	0.50	520	R	From:	US 460						NA			NA		1999	
				To:	Nottoway County Line												
617	2.79	230	R	From:	US 460						NA			NA		1999	
				To:	SR 307												
617	1.49	310	F	95%	1%	2%	0%	2%	0%	C	0.091	F	0.633	310	F	2002	
617	0.18	250	R	From:	73-600						NA			NA		1999	
				To:	73-620												
618	0.40	90	R	From:	73-619						NA			NA		1999	
				To:	Amelia County Line												
619	3.80	740	F	From:	73-600					C	0.088	F	0.578	740	F	2002	
				To:	73-620 SOUTH												
619	3.20	190	R	From:	73-620 SOUTH						NA			NA		1999	
				To:	Amelia County Line												
620	0.80	60	R	From:	Dead End						NA			NA		06/03/2002	
				To:	73-619 NORTH												
620	3.14	70	R	From:	73-619 SOUTH						NA			NA		1999	
				To:	Nottoway County Line; 73-617												
621	1.12	140	R	From:	US 360						NA			NA		1999	
				To:	73-629												
621	1.20	45	R	From:	73-629						NA			NA		06/03/2002	
				To:	73-641												
621	1.00	60	R	From:	73-607 WEST						NA			NA		1999	
				To:	Nottoway County Line												
621	0.20	350	F	From:	94%	0%	3%	1%	1%	0%	C	0.091	F	0.667	350	F	2002
				To:	Nottoway County Line												
622	0.80	190	R	From:	Nottoway County Line						NA			NA		1999	
				To:	US 360												
623	3.40	110	R	From:	73-696						NA			NA		1999	
				To:	73-713												

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Route	Length	AADT	QA	4Tire	Bus	Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Prince Edward County																
(623)	0.45	30	R	From	73-713						NA			NA		06/03/2002
				To	Dead End											
(624)	0.60	70	R	From	Lunenburg County Line						NA			NA		06/03/2002
				To												
(624)	1.40	90	R	From	73-628						NA			NA		1999
				To	73-623											
(625)	0.50	80	R	From	Appomattox County Line						NA			NA		05/22/2002
				To												
(625)	2.40	70	R	From	73-672						NA			NA		05/22/2002
				To												
(625)	0.10	90	R	From	2.40 ME 73-672						NA			NA		05/22/2002
				To	73-609											
(626)	3.34	400	F	From	73-658					F	0.11	F	0.677	400	F	2002
				To	73-650											
(626)	1.98	1000	F	From	96% 0% 2% 1% 1% 0%					C	0.086	F	0.624	1000	F	2002
				To	73-655											
(626)	0.10	700	F	From	96% 0% 2% 1% 1% 0%					F	0.087	F	0.569	700	F	2002
				To	US 460											
(626)	2.56	660	F	From	96% 0% 2% 1% 1% 0%					F	0.09	F	0.559	670	F	2002
				To	73-609 NORTH											
(626)	1.84	240	F	From	96% 0% 2% 1% 1% 0%					F	0.109	F	0.632	240	F	2002
				To	Appomattox County Line											
(627)	0.70	230	R	From	US 460						NA			NA		1999
				To	73-609											
(627)	1.60	160	R	From							NA			NA		1999
				To	Appomattox County Line											
(628)	2.70	60	R	From	73-624						NA			NA		1999
				To	73-662 SOUTH											
(628)	0.85	200	R	From	73-662 NORTH						NA			NA		05/22/2002
				To												
(628)	0.15	100	R	From	0.85 MN 73-662						NA			NA		1999
				To												
(628)	0.10	190	R	From	US 360						NA			NA		1999
				To	73-724											
(628)	2.30	90	R	From							NA			NA		05/22/2002
				To	73-632 EAST											
(628)	2.16	80	R	From	73-632 WEST						NA			NA		1999
				To												
(628)	2.79	60	R	From	2.16 MN 73-632						NA			NA		06/03/2002
				To	73-716											
(628)	0.65	120	R	From							NA			NA		06/03/2002
				To	73-612											
(628)	2.10	170	R	From							NA			NA		06/03/2002
				To	73-630 SOUTH											
(628)	1.95	730	R	From	73-630 NORTH						NA			NA		1999
				To	US 15											

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						2Axle	3+Axle	1Trail	2Trail							
Prince Edward County																
(628)	1.60	650	R	From:	US 15						NA			NA		1999
				To:	73-642											
(628)	0.80	480	F	98%	0%	1%	0%	0%	0%	F	0.123	F	0.516	480	F	2002
				To:	SCL FARMVILLE											
(629)	1.75	50	R	From:	73-632						NA			NA		06/03/2002
				To:	73-696 NORTH											
(629)	2.27	60	R	From:	73-696 SOUTH						NA			NA		1999
				To:	73-613 SOUTH											
(629)	1.58	70	R	From:	73-613 NORTH						NA			NA		1999
				To:	73-621											
(630)	1.94	460	F	95%	0%	3%	0%	2%	0%	C	0.109	F	0.558	470	F	2002
				To:	US 360 EAST											
(630)	0.25	520	R	From:							NA			NA		1999
				To:	73-728											
(630)	0.18	490	R	From:							NA			NA		1999
				To:	US 360 WEST											
(630)	1.33	300	F	95%	0%	2%	0%	2%	0%	C	0.121	F	0.6	300	F	2002
				To:	73-632 NORTH											
(630)	4.05	560	F	98%	0%	2%	0%	1%	0%	C	0.088	F	0.596	560	F	2002
				To:	73-732											
(630)	0.07	480	F	95%	0%	2%	0%	2%	0%	F	0.081	F	0.663	490	F	2002
				To:	73-647 SOUTH											
(630)	2.02	450	F	95%	0%	2%	0%	2%	0%	F	0.085	F	0.718	450	F	2002
				To:	US 15 SOUTH											
(630)	0.99	240	R	From:	US 15 NORTH						NA			NA		1999
				To:	73-702											
(630)	0.97	330	R	From:							NA			NA		1999
				To:	73-754											
(630)	0.18	320	R	From:							NA			NA		1999
				To:	73-711											
(630)	1.38	570	R	From:							NA			NA		1999
				To:	73-665											
(630)	0.73	740	F	97%	0%	1%	1%	1%	0%	C	0.106	F	0.586	750	F	2002
				To:	73-628 SOUTH											
(630)	4.13	340	R	From:							NA			NA		1999
				To:	US 460											
(630)	0.22	160	R	From:							NA			NA		1999
				To:	Dead End											
(631)	0.25	49	R	From:	73-604						NA			NA		05/20/2002
				To:	Dead End											
(632)	3.80	110	R	From:	73-633						NA			NA		05/22/2002
				To:	73-630 SOUTH											
(632)	1.80	140	R	From:	73-630 NORTH						NA			NA		1999
				To:	73-628 WEST											
(632)	0.50	90	R	From:							NA			NA		1999
				To:	73-628 EAST											

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						2Axle	3+Axle	1Trail	2Trail								
Prince Edward County																	
632	0.60	60	R	From	73-628 EAST						NA			NA		05/22/2002	
632	1.20	48	R	To	73-629						NA			NA		05/22/2002	
632	0.30	60	R	From	73-749						NA			NA		1999	
				To	73-696												
633	0.70	690	R	From	US 360						NA			NA		05/22/2002	
633	4.88	240	R	To	73-634						NA			NA		05/22/2002	
				To	US 15												
634	2.00	310	R	From	US 15						NA			NA		05/22/2002	
634	1.95	190	R	To	73-721						NA			NA		05/22/2002	
				To	73-633												
635	0.40	60	R	From	73-654						NA			NA		1999	
635	0.40	10	R	To	0.40 MN 73-654						NA			NA		05/22/2002	
				To	Dead End												
636	1.28	230	F	From	94%	0%	2%	2%	2%	0%	F	0.119	F	0.672	240	F	2002
636	0.85	120	R	To	73-637						NA			NA		05/22/2002	
636	2.55	180	F	To	94%	0%	2%	2%	2%	0%	C	0.098	F	0.5	180	F	2002
636	0.31	50	R	From	US 460						NA			NA		05/22/2002	
				To	Dead End												
637	1.89	220	F	From	98%	0%	2%	0%	0%	0%	C	0.105	F	0.741	220	F	2002
				To	73-636												
638	1.23	370	F	From	98%	0%	2%	0%	0%	0%	C	0.107	F	0.595	370	F	2002
638	0.50	50	R	To	73-748						NA			NA		1999	
				To	Dead End												
639	1.60	70	R	From	73-660						NA			NA		1999	
				To	73-658 SOUTH												
639	2.50	210	R	From	73-658 NORTH						NA			NA		1999	
				To	73-657												
640	1.79	110	R	From	73-696						NA			NA		05/22/2002	
				To	US 460												
641	1.40	60	R	From	73-621						NA			NA		1999	
				To	73-612												
642	0.69	800	R	From	73-643						NA			NA		06/03/2002	
				To	73-628												

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						2Axle	3+Axle	1Trail	2Trail							
Prince Edward County																
(643)	2.40	1100	F	From:	73-658				F	0.109	F	0.576	1100	F	2002	
				To:	73-642											
(643)	0.67	1000	F	97%	0%	2%	0%	0%	0%	F	0.096	F	0.573	1000	F	2002
				To:	73-644											
(643)	1.23	1200	F	97%	0%	2%	0%	0%	0%	C	0.092	F	0.578	1200	F	2002
				To:	SCL Farmville											
(644)	0.90	340	R	From:	73-643					NA			NA		06/03/2002	
				To:	Dead End											
(645)	0.30	48	R	From:	73-695					NA			NA		05/22/2002	
				To:	US 460											
(645)	1.00	200	R	From:						NA			NA		1999	
				To:	Dead End											
(646)	0.90	160	R	From:	US 15					NA			NA		1999	
				To:	Dead End											
(647)	0.52	60	R	From:	US 15					NA			NA		1999	
				To:	0.52 ME US 15											
(647)	1.18	80	R	From:						NA			NA		05/22/2002	
				To:	73-630 SOUTH											
(647)	0.25	70	R	From:	73-630 MID					NA			NA		05/22/2002	
				To:	73-715											
(647)	3.45	46	R	From:						NA			NA		05/22/2002	
				To:	73-630 NORTH											
(648)	2.00	450	R	From:	73-643					NA			NA		1999	
				To:	2.00 MN 73-643											
(648)	1.39	280	R	From:						NA			NA		1999	
				To:	73-649											
(648)	1.50	200	R	From:						NA			NA		1999	
				To:	73-695											
(649)	0.40	330	R	From:	US 460					NA			NA		1999	
				To:	73-727											
(649)	1.00	190	R	From:						NA			NA		1999	
				To:	1.00 ME 73-727											
(649)	0.60	180	R	From:						NA			NA		1999	
				To:	1.60 ME 73-727											
(649)	0.70	110	R	From:						NA			NA		1999	
				To:	73-648											
(650)	4.10	80	R	From:	73-626					NA			NA		05/20/2002	
				To:	73-658											
(651)	0.60	70	R	From:	73-609					NA			NA		1999	
				To:	73-690											
(651)	3.00	30	R	From:						NA			NA		05/22/2002	
				To:	3.00 ME 73-690											
(651)	0.02	30	R	From:						NA			NA		05/22/2002	
				To:	73-608											

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						2Axle	3+Axle	1Trail	2Trail								
Prince Edward County																	
(652)	5.46	150	R	From:	US 460						NA			NA		05/22/2002	
				To:	73-626												
(653)	0.90	20	R	From:	73-609						NA			NA		05/22/2002	
				To:	Dead End												
(654)	2.00	330	R	From:	73-750						NA			NA		05/22/2002	
				To:	73-652												
(654)	0.30	250	R	From:							NA			NA		1999	
(654)	1.80	530	F	From:	US 15						C	0.094	F	0.56	540	F	2002
				To:	US 360												
(655)	0.23	330	R	From:	US 460						NA			NA		05/20/2002	
				To:	73-626												
(656)	1.30	60	R	From:	US 460						NA			NA		05/22/2002	
				To:	Dead End												
(657)	3.98	240	R	From:	US 460						NA			NA		1999	
(657)	0.25	160	R	From:	73-733						NA			NA		1999	
				To:													
(657)	0.05	60	R	From:	73-775						NA			NA		1999	
				To:													
(657)	0.32	90	R	From:	0.05 ME 73-775						NA			NA		05/20/2002	
				To:	Dead End												
(658)	1.16	70	R	From:	Dead End						NA			NA		05/22/2002	
				To:	FR-646												
(658)	0.11	70	R	From:							NA			NA		05/22/2002	
(658)	2.60	220	F	From:	US 460						C	0.114	F	0.5	220	F	2002
				To:	73-639 NORTH												
(658)	2.00	290	F	From:	94%	0%	3%	1%	1%	0%	F	0.105	F	0.585	290	F	2002
(658)	3.30	300	F	From:	73-626						F	0.113	F	0.636	300	F	2002
				To:	73-700												
(658)	4.56	460	F	From:	94%	0%	3%	1%	1%	0%	C	0.095	F	0.638	460	F	2002
				To:	73-692												
(659)	0.19	70	R	From:	Dead End						NA			NA		05/20/2002	
				To:	73-664												
(659)	2.90	50	R	From:	73-658						NA			NA		05/20/2002	
				To:													
(660)	3.70	110	R	From:	73-665						NA			NA		05/20/2002	
				To:	73-698												
(660)	2.90	260	R	From:	US 460						NA			NA		05/20/2002	
				To:													
(661)	2.20	60	R	From:	73-663						NA			NA		05/20/2002	
				To:	73-660												

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						2Axle	3+Axle	1Trail	2Trail							
Prince Edward County																
(662)	1.50	340	F	From: 93%		73-630				F	0.125	F	0.641	340	F	2002
(662)	0.58	320	F	To: 93%		73-766				C	0.105	F	0.636	320	F	2002
				From: 93%		US 360										
				To: 93%												
(663)	4.30	90	R	From: 93%		73-671					NA		NA		05/20/2002	
				To: 93%		SR 47										
(664)	3.62	160	R	From: 93%		19-671					NA		NA		05/20/2002	
				To: 93%		73-665										
(664)	3.00	180	R	From: 93%		73-658					NA		NA		05/20/2002	
				To: 93%												
(665)	2.72	620	F	From: 98%	0%	1%	0%	0%	0%	C	0.083	F	0.518	620	F	2002
				To: 98%		73-664										
(665)	5.00	510	F	From: 92%	0%	2%	5%	1%	0%	F	0.133	F	0.701	520	F	2002
				To: 92%		73-700										
(665)	3.25	700	F	From: 92%	0%	2%	5%	1%	0%	F	0.115	F	0.717	700	F	2002
				To: 92%		73-604										
(665)	0.68	2100	F	From: 92%	0%	2%	5%	1%	0%	C	0.109	F	0.643	2100	F	2002
				To: 92%		73-1003										
(665)	0.86	850	F	From: 92%	0%	2%	5%	1%	0%	F	0.096	F	0.576	850	F	2002
				To: 92%		US 15										
(665)	2.32	370	F	From: 97%	0%	2%	0%	1%	0%	C	0.11	F	0.619	370	F	2002
				To: 97%		73-630										
(666)	4.60	70	R	From: 93%		73-671					NA		NA		05/20/2002	
				To: 93%		73-604 EAST										
(666)	3.90	100	R	From: 93%		73-604 WEST					NA		NA		05/20/2002	
				To: 93%		73-665										
(667)	5.50	100	R	From: 93%		19-671					NA		NA		05/20/2002	
				To: 93%		73-665										
(668)	2.60	40	R	From: 93%		73-664					NA		NA		05/20/2002	
				To: 93%		73-682										
(668)	0.30	60	R	From: 93%		73-667					NA		NA		05/20/2002	
				To: 93%												
(669)	1.10	100	R	From: 93%		73-670					NA		NA		05/20/2002	
				To: 93%		73-644										
(670)	3.07	80	R	From: 93%		Charlotte County Line					NA		NA		05/20/2002	
				To: 93%		73-655										
(671)	2.78	340	F	From: 90%	1%	4%	1%	4%	0%	C	0.109	F	0.526	340	F	2002
				To: 90%		73-665										
(671)	3.40	480	F	From: 96%	0%	2%	1%	1%	0%	F	0.082	F	0.663	490	F	2002
				To: 96%		73-666										
(671)	3.03	480	F	From: 96%	0%	2%	1%	1%	0%	C	0.096	F	0.571	480	F	2002
				To: 96%		US 15										

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						2Axle	3+Axle	1Trail	2Trail							
Prince Edward County																
672	0.40	40	R	From	73-625					NA			NA		05/22/2002	
				To	Appomattox County Line											
673	0.10	40	R	From	US 360					NA			NA		06/03/2002	
				To	Dead End											
675	0.75	20	R	From	Dead End					NA			NA		1999	
				To	FR-795											
675	0.82	220	R	From						NA			NA		1999	
				To	73-695											
677	0.70	50	R	From	Dead End					NA			NA		05/20/2002	
				To	73-608											
678	0.45	120	R	From	Dead End					NA			NA		05/22/2002	
				To	73-695											
679	0.34	130	R	From	US 360					NA			NA		06/03/2002	
				To	0.35 MN US 360											
679	0.06	30	R	From						NA			NA		06/03/2002	
				To	Dead End											
680	0.33	20	R	From	73-626					NA			NA		05/20/2002	
				To	Dead End											
681	0.47	40	R	From	73-671					NA			NA		05/20/2002	
				To	Dead End											
682	2.10	50	R	From	73-671					NA			NA		05/20/2002	
				To	73-668											
683	0.70	130	R	From	US 15 WEST					NA			NA		1999	
				To	US 15 EAST											
685	0.98	140	R	From	73-751					NA			NA		05/20/2002	
				To	73-655											
686	3.25	160	R	From	73-666					NA			NA		05/20/2002	
				To	73-604											
687	0.12	60	R	From	Dead End					NA			NA		1999	
				To	73-626											
688	1.45	100	R	From	73-619					NA			NA		05/03/2002	
				To	Dead End											
689	1.00	6	R	From	73-613					NA			NA		06/03/2002	
				To	Dead End											
690	1.30	40	R	From	73-652					NA			NA		05/22/2002	
				To	73-651											
691	1.18	60	R	From	73-665					NA			NA		05/22/2002	
				To	Dead End											

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						2Axle	3+Axle	1Trail	2Trail							
Prince Edward County																
(692)	0.36	2200	F	From:	73-665				F	0.084	F	0.639	2200	F	2002	
				To:	SR 133 SOUTH											
(692)	1.52	1400	F	From:	2% 1% 1% 0%				C	0.086	F	0.512	1400	F	2002	
				To:	SR 133 NORTH											
(693)	1.00	20	R	From:	Dead End					NA			NA		05/20/2002	
				To:	1.00 ME Dead End											
(693)	0.60	60	R	From:						NA			NA		05/20/2002	
				To:	73-626											
(694)	1.00	120	R	From:	73-696					NA			NA		06/03/2002	
				To:	US 360											
(695)	2.39	790	F	From:	US 460 EAST				C	0.099	F	0.655	800	F	2002	
				To:	73-768											
(695)	1.38	1100	R	From:	US 15 BUS; Gap Terminus					NA			NA		1999	
				To:	US 15 BUS; WCL Farmville											
(696)	2.29	560	F	From:	US 360				F	0.088	F	0.748	560	F	2002	
				To:	73-629 NORTH											
(696)	3.12	610	F	From:	2% 1% 1% 0%				F	0.109	F	0.733	610	F	2002	
				To:	73-612 SOUTH											
(696)	1.82	970	F	From:	2% 1% 1% 0%				C	0.105	F	0.67	980	F	2002	
				To:	73-636											
(696)	1.02	960	F	From:	2% 1% 1% 0%				F	0.095	F	0.682	960	F	2002	
				To:	73-605											
(696)	2.87	1100	F	From:	5% 1% 1% 0%				C	0.099	F	0.659	1200	F	2002	
				To:	US 460											
(697)	0.13	40	R	From:	Dead End					NA			NA		06/03/2002	
				To:	73-707											
(697)	0.50	70	R	From:						NA			NA		06/03/2002	
				To:	73-621											
(698)	1.45	70	R	From:	73-663					NA			NA		05/20/2002	
				To:	73-660											
(699)	1.80	40	R	From:	73-667					NA			NA		05/20/2002	
				To:	73-666											
(700)	1.50	90	R	From:	73-665					NA			NA		05/20/2002	
				To:	73-658											
(701)	2.10	20	R	From:	73-666					NA			NA		05/20/2002	
				To:	2.10 ME 73-666											
(701)	1.35	100	R	From:	Dead End; 1.35 MW 15					NA			NA		05/20/2002	
				To:	US 15											
(702)	1.30	40	R	From:	73-630					NA			NA		05/22/2002	
				To:	Dead End											
(703)	0.60	50	R	From:	ECL PAMPLIN					NA			NA		05/20/2002	
				To:	US 460 BUS											

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Prince Edward County																
704	0.05	240	R	From:	73-701						NA			NA		05/22/2002
				To:	US 360											
705	0.20	80	R	From:	73-604						NA			NA		05/20/2002
				To:	73-710											
705	1.30	50	R	From:	Dead End						NA			NA		05/20/2002
				To:	Dead End											
706	1.10	60	R	From:	73-604						NA			NA		05/20/2002
				To:	Dead End											
707	0.28	40	R	From:	Dead End						NA			NA		06/03/2002
				To:	73-697											
708	0.50	120	R	From:	73-626						NA			NA		05/22/2002
				To:	73-652											
709	0.35	10	R	From:	Dead End						NA			NA		05/20/2002
				To:	73-665											
710	0.40	10	R	From:	Dead End						NA			NA		05/20/2002
				To:	73-705											
711	0.15	90	R	From:	73-630						NA			NA		05/22/2002
				To:	Dead End											
712	0.40	30	R	From:	Dead End						NA			NA		05/20/2002
				To:	73-604											
713	1.55	40	R	From:	73-623						NA			NA		06/03/2002
				To:	73-714											
714	1.40	50	R	From:	73-713						NA			NA		06/03/2002
				To:	Nottoway County Line											
715	0.45	10	R	From:	Dead End						NA			NA		05/22/2002
				To:	73-647											
716	0.60	30	R	From:	Dead End						NA			NA		06/03/2002
				To:	73-628											
717	0.45	5	R	From:	73-609						NA			NA		05/22/2002
				To:	Dead End											
718	0.03	220	R	From:	Lunenburg County Line						NA			NA		05/22/2002
				To:	US 360											
719	0.61	40	R	From:	SR 47						NA			NA		05/20/2002
				To:	Dead End											
720	0.65	120	R	From:	73-626						NA			NA		05/20/2002
				To:	Dead End											
721	0.75	40	R	From:	Dead End						NA			NA		05/22/2002
				To:	73-634											

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Route	Length	AADT	QA	4Tire	Bus	Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Prince Edward County																
(722)	0.50	80	R	From:	Dead End						NA			NA		06/05/2002
				To:	WCL Farmville											
(723)	0.90	20	R	From:	73-665						NA			NA		05/22/2002
				To:	Dead End											
(724)	0.25	30	R	From:	73-628						NA			NA		05/22/2002
				To:	Dead End											
(725)	0.40	50	R	From:	Dead End						NA			NA		05/20/2002
				To:	US 15											
(726)	1.10	30	R	From:	73-619						NA			NA		06/03/2002
				To:	Dead End											
(727)	0.60	60	R	From:	Dead End						NA			NA		05/22/2002
				To:	73-649											
(728)	0.43	620	R	From:	US 360 WEST						NA			NA		1999
				To:	73-630											
(728)	0.30	600	R	From:							NA			NA		1999
				To:	US 360 EAST											
(729)	0.10	30	R	From:	US 360						NA			NA		05/22/2002
				To:	Dead End											
(730)	0.35	40	R	From:	73-604						NA			NA		05/20/2002
				To:	Dead End											
(731)	0.55	47	R	From:	SR 307						NA			NA		06/03/2002
				To:	Dead End											
(732)	0.60	80	R	From:	73-630						NA			NA		05/22/2002
				To:	Dead End											
(733)	0.80	50	R	From:	Dead End						NA			NA		05/20/2002
				To:	73-657											
(734)	0.70	20	R	From:	Dead End						NA			NA		05/20/2002
				To:	73-660											
(735)	0.16	110	F	98%	0%	0%	1%	1%	0%	C	0.117	F	0.563	110	F	2002
				To:	73-600											
(735)	0.34	170	F	91%	3%	2%	4%	1%	0%	F	0.104	F	0.6	170	F	2002
				To:	US 460											
(736)	0.80	90	R	From:	US 460 SOUTH						NA			NA		06/05/2002
				To:	US 460 NORTH											
(737)	0.80	50	R	From:	Dead End						NA			NA		05/22/2002
				To:	73-633											
(738)	0.40	30	R	From:	73-626						NA			NA		05/20/2002
				To:	Dead End											

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Prince Edward County																
739	0.60	80	R	From	73-608					NA			NA		1999	
				To	Dead End											
740	0.80	30	R	From	73-636					NA			NA		05/22/2002	
				To	Dead End											
742	0.30	40	R	From	Dead End					NA			NA		05/22/2002	
				To	73-630											
743	0.26	710	R	From	Dead End					NA			NA		1999	
				To	SCL Farmville											
744	1.55	30	R	From	US 15					NA			NA		05/20/2002	
				To	Dead End											
745	0.67	70	R	From	SR 307					NA			NA		05/22/2002	
				To	Dead End											
746	0.86	70	R	From	73-652					NA			NA		1999	
				To	Cul-de-Sac											
747	0.21	20	R	From	73-654					NA			NA		05/22/2002	
				To	Dead End											
748	0.23	50	R	From	73-638					NA			NA		06/03/2002	
				To	Dead End											
749	0.40	30	R	From	Dead End					NA			NA		05/22/2002	
				To	73-632											
750	0.52	40	R	From	73-654					NA			NA		1999	
				To	Dead End											
751	2.20	80	R	From	73-657					NA			NA		05/20/2002	
				To	73-685											
751	0.02	150	R	From						NA			NA		1999	
				To	US 460											
752	0.28	40	R	From	73-633					NA			NA		05/22/2002	
				To	Dead End											
753	0.13	320	R	From	CL Farmville					NA			NA		06/05/2002	
				To	Dead End											
754	0.25	70	R	From	Dead End					NA			NA		05/22/2002	
				To	73-630											
755	0.55	50	R	From	73-720					NA			NA		05/20/2002	
				To	Dead End											
756	1.20	140	R	From	US 460					NA			NA		06/03/2002	
				To	Dead End											
757	0.60	30	R	From	Dead End					NA			NA		05/20/2002	
				To	73-663											

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Prince Edward County																
758	0.32	270	R	From:	US 15					NA			NA			05/22/2002
				To:	Dead End											
759	1.00	20	R	From:	Dead End					NA			NA			05/20/2002
				To:	US 15											
760	0.45	60	R	From:	73-626					NA			NA			05/20/2002
				To:	Dead End											
761	0.45	10	R	From:	73-627					NA			NA			05/22/2002
				To:	Dead End											
762	0.40	70	R	From:	Dead End					NA			NA			05/20/2002
				To:	US 15											
763	0.15	60	R	From:	US 460					NA			NA			1999
				To:	Dead End											
764	0.40	40	R	From:	Dead End					NA			NA			05/20/2002
				To:	73-650											
765	0.33	20	R	From:	Dead End					NA			NA			06/03/2002
				To:	US 360											
766	0.38	30	R	From:	73-662					NA			NA			06/03/2002
				To:	Dead End											
767	0.18	80	R	From:	Dead End					NA			NA			1999
				To:	73-695											
768	0.22	90	R	From:	Dead End					NA			NA			1999
				To:	73-695											
768	0.22	1600	F	From:						0.084	F	0.591	1600	F	2002	
				To:	US 15											
769	1.10	46	R	From:	73-619					NA			NA			06/03/2002
				To:	Dead End											
770	0.30	7	R	From:	73-671					NA			NA			05/20/2002
				To:	Dead End											
771	0.36	30	R	From:	Dead End					NA			NA			05/20/2002
				To:	US 15											
772	0.20	20	R	From:	73-654					NA			NA			1999
				To:	Dead End											
773	0.23	100	R	From:	73-648					NA			NA			05/22/2002
				To:	Dead End											
775	0.50	70	R	From:	Dead End					NA			NA			05/20/2002
				To:	73-657											
776	0.65	NA		From:	US 460					NA			NA			
				To:	Dead End											

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Prince Edward County																
778	0.34	NA		From:	US-00015(B)/APPROXIMATE LOCATION					NA			NA			
				To:	Dead End/											
779	0.16	NA		From:	73-00778(B)/					NA			NA			
				To:	73-00628(B)/											
780	0.60	50	R	From:	Dead End					NA			NA		05/22/2002	
				To:	73-648											
785	0.50	10	R	From:	Dead End					NA			NA		05/20/2002	
				To:	73-669											
790	0.69	180	R	From:	Dead End					NA			NA		05/20/2002	
				To:	US 15											
1001	0.85	830	R	From:	Dead End					NA			NA		1999	
				To:	73-692											
1002	0.07	900	R	From:	73-692					NA			NA		1999	
				To:	73-1005 WEST											
1002	0.43	650	R	From:	Dead End					NA			NA		1999	
				To:	Dead End											
1003	0.15	40	R	From:	Dead End					NA			NA		1999	
				To:	73-692											
1004	0.20	50	R	From:	73-692					NA			NA		1999	
				To:	Dead End											
1005	0.23	220	R	From:	73-1002 WEST					NA			NA		1999	
				To:	73-1002 EAST											
1006	0.40	40	R	From:	Dead End					NA			NA		06/03/2002	
				To:	73-692											
1007	0.10	150	R	From:	SR 133					NA			NA		1999	
				To:	0.10 ME SR 133											
1007	0.25	80	R	From:	Dead End					NA			NA		1999	
				To:	Dead End											
1008	0.07	45	R	From:	73-692					NA			NA		1999	
				To:	Dead End											
1009	0.27	290	R	From:	SCL Farmville					NA			NA		1999	
				To:	73-1010											
1009	0.23	250	R	From:	73-1012					NA			NA		1999	
				To:	73-1012											
1009	0.12	230	R	From:	73-1011					NA			NA		1999	
				To:	73-1011											
1009	0.17	220	R	From:	73-1013					NA			NA		1999	
				To:	Dead End											


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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Prince Edward County																
1010	0.16	20	R	From	73-1025						NA			NA		1999
				To	73-1009											
1011	0.17	70	R	From	73-1009						NA			NA		1999
				To	Dead End											
1012	0.18	80	R	From	Dead End						NA			NA		1999
				To	73-1009											
1013	0.19	80	R	From	Dead End						NA			NA		1999
				To	73-1009											
1014	0.43	230	R	From	Cul-de-Sac						NA			NA		1999
				To	73-1015											
1014	0.19	300	R	From	73-1015						NA			NA		1999
				To	73-743											
1015	0.11	60	R	From	73-1014						NA			NA		1999
				To	Cul-de-Sac											
1016	0.11	40	R	From	73-1014						NA			NA		1999
				To	Cul-de-Sac											
1017	0.12	50	R	From	Dead End						NA			NA		1999
				To	73-1018											
1018	0.09	50	R	From	Dead End						NA			NA		1999
				To	73-1017											
1020	0.11	100	R	From	73-1021						NA			NA		06/10/2002
				To	73-1001											
1021	0.09	40	R	From	Dead End						NA			NA		06/10/2002
				To	73-1020											
1021	0.05	30	R	From	73-1020						NA			NA		06/10/2002
				To	Dead End											
1025	0.49	70	R	From	73-1026						NA			NA		06/10/2002
				To	73-1010											
1025	0.17	45	R	From	73-1010						NA			NA		06/10/2002
				To	Cul-de-Sac											
1026	0.05	4	R	From	Cul-de-Sac						NA			NA		06/10/2002
				To	73-1025											
1030	0.70	80	R	From	US 15						NA			NA		1999
				To	Dead End											
9877	0.18	1800	R	From	Pr Edward High School						NA			NA		06/05/2002
				To	73-628											
9957	0.12	430	R	From	Pr Edward Elem School						NA			NA		06/05/2002
				To	73-628											

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Route		Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
							2Axle	3+Axle	1Trail	2Trail							
Town of Farmville																	
① 144	Industrial Park Dr	0.36	2000	F	From	US 15 Third St				C	0.108	F	0.594	2100	F	2002	
					To	73-753											
① 144	Industrial Park Dr	0.74	560	F	96%	1%	2%	0%	0%	C	0.093	F	0.542	600	F	2002	
					To	0.74 MI N OF 73-753											
② 144	2nd St	0.13	2700	F	From	North St				F	0.099	F	0.594	2900	F	2002	
					To	South St											
④ 144	North St	0.11	2300	F	98%	0%	1%	1%	0%	C	0.128	F	0.52	2400	F	2002	
					To	High St											
④ 144	North St	0.08	2800	F	From	Third St				C	0.098	F	0.594	2900	F	2002	
					To	Second St											
⑤ 144	South St	0.12	1800	F	From	4Th St					0.106	F	0.524	1900	F	2002	
					To	3Rd St											
⑤ 144	South St	0.09	1200	F	98%	0%	1%	1%	0%	C	0.115	F	0.558	1300	F	2002	
					To	2Nd St											
③851 144	Griffin Blvd	0.79	3800	F	From	Main St				C	0.096	F	0.504	4100	F	2002	
					To	High St											
③852 144	High St	0.62	1800	F	97%	0%	1%	0%	0%	F	0.117	F	0.584	1900	F	2002	
					To	4Th Ave											
③852 144	High St	0.38	2500	F	97%	0%	1%	0%	0%	C	0.104	F	0.529	2700	F	2002	
					To	Oak St											
③853 144	Virginia St	0.27	710	F	99%	0%	1%	1%	0%	C	0.111	F	0.546	750	F	2002	
					To	Church St											
③853 144	Virginia St	0.10	3400	F	99%	0%	1%	1%	0%	F	0.102	F	0.558	3700	F	2002	
					To	Longwood Ave											
③854 144	Barrow St	0.13	1000	F	96%	1%	1%	2%	0%	F	0.127	F	0.54	1100	F	2002	
					To	Third St											
③856 144	Gilliam Dr	0.23	760	F	98%	1%	1%	0%	0%	C	0.119	F	0.606	800	F	2002	
					To	First Avenue											
③857 144	Venable St	0.18	2300	F	99%	0%	0%	0%	0%	F	0.115	F	0.534	2400	F	2002	
					To	Griffin Blvd											
③860 144	Milnwood Rd	1.52	4600	F	98%	0%	1%	1%	0%	C	0.093	F	0.519	4900	F	2002	
					To	4Th Ave											
③860 144	Persimmon Tree Fork R	0.47	590	F	98%	1%	1%	0%	0%	C	0.105	F	0.597	620	F	2002	
					To	Main St											
③862 144	Plank Rd	0.58	1800	F	92%	2%	3%	1%	2%	C	0.097	F	0.574	1900	F	2002	
					To	High St											
③862 144	River Rd	0.55	760	F	96%	0%	3%	0%	0%	C	0.088	F	0.782	810	F	2002	
					To	Main St											
③864 144	4th St	0.16	2400	F	96%	0%	2%	1%	0%	F	0.103	F	0.532	2500	F	2002	
					To	ECL Farmville											
③864 144	Longwood Ave	0.55	1800	F	96%	0%	2%	1%	0%	F	0.118	F	0.574	1900	F	2002	
					To	Virginia St											
③864 144	Longwood Ave	0.55	1800	F	96%	0%	2%	1%	0%	F	0.118	F	0.574	1900	F	2002	
					To	Cedar St											

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Town of Farmville																
 Longwood Ave	0.49	4000	F	From	Cedar St				F	0.088	F	0.568	4300	F	2002	
				To	Third St											
1st Ave		660	F	From	School St					0.114	F		700	F	2002	
				To	Franklin St											
4th Ave		80	F	From	School St					0.156	F		90	F	2002	
				To	Fayette St											
Agee St		810	F	From	Cobb St					0.11	F		860	F	2002	
				To	West Third St											
Bizarre St		180	F	From	Georgia St					0.125	F		200	F	2002	
				To	Jefferson St											
Cobb St		220	F	From	Agee St					0.145	F		240	F	2002	
				To	Holman St											
Edmund St		170	F	From	Hill St					0.180	F		180	F	2002	
				To	Griffin Blvd											
Georgia St		130	F	From	Stepnev St					0.141	F		140	F	2002	
				To	Monroe St											
Holman St		220	F	From	Cobb St					0.145	F		240	F	2002	
				To	West Third St											
Hylawn Ave		530	F	From	Gum St					0.124	F		560	F	2002	
				To	ECL Farmville											
Monroe St		160	F	From	Georgia St					0.110	F		160	F	2002	
				To	Maryland St											
Osborne Rd		760	F	From	Main St					0.087	F		810	F	2002	
				To	Jefferson St											
Park Ave		180	F	From	Watson St					0.129	F		190	F	2002	
				To	Serpell St											
Richardson St		50	F	From	Watson St					0.141	F		60	F	2002	
				To	Glenn St											
School St		80	F	From	4Th Ave					0.179	F		80	F	2002	
				To	3Rd Ave											
Vaughan St		1200	F	From	Longwood Ave					0.171	F		1300	F	2002	
				To	Third St											
Watkins St		120	F	From	Chambers St					0.118	F		130	F	2002	
				To	Redford St											